

Street Paving

ADDITIONAL STREET MAINTENANCE FUNDING TO IMPROVE PAVEMENT CONDITION,
SAVING TAX DOLLARS AND OUR STREETS

FACILITIES, INFRASTRUCTURE, TRANSPORTATION, ENVIRONMENT & SUSTAINABILITY
POLICY COMMITTEE

COUNCILMEMBER RASHI KESARWANI | APRIL 13, 2023

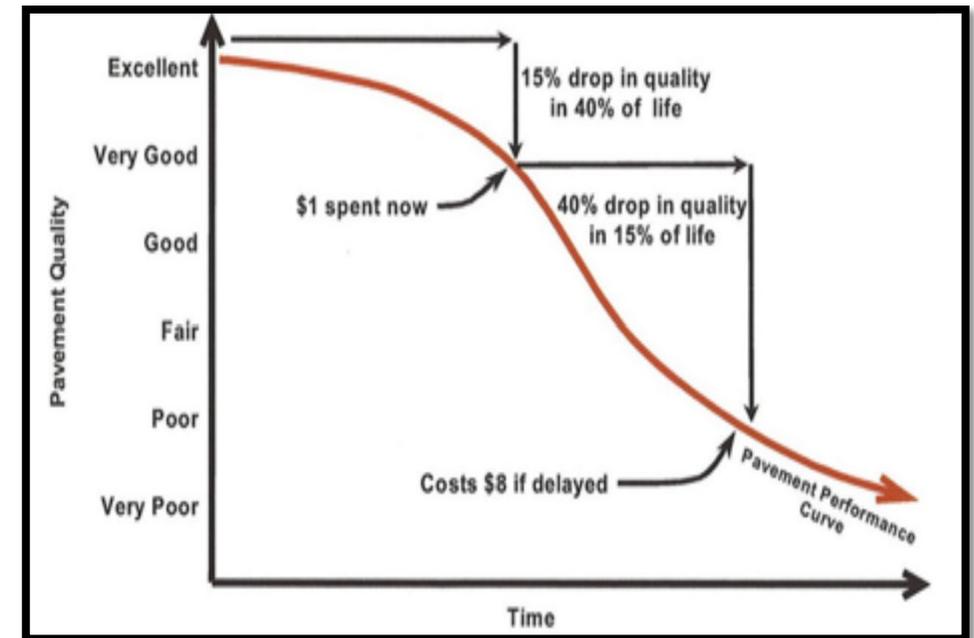
Recommendation

A dollar of maintenance early in a street's life-cycle saves \$8 later due to avoided rehabilitation and/or reconstruction costs associated with failing streets

Refer to the FY 2023-25 biennial budget \$4.7 million General Fund in FY 2024-25 for street paving—bringing the total street paving annual budget to **\$20 million**—to *begin to improve the pavement condition*

Why?

- New State Green Infrastructure mandate will increase paving costs per acre
- More funding enables more low-cost bike/pedestrian infrastructure to be added at time of paving
- Delay leads to exponentially higher costs later



“At Risk” Streets Harm All Users

Berkeley’s streets were rated at an average of **55 out of 100 (Pavement Condition Index)** in 2023, meaning they are “at risk”

At Risk (59-50)
<p>Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior to better pavement categories.</p> <p>Photo: PCI 50, Residential Street</p>


- Drivers pay **\$1,049 annually** (according to TRIP, a national transportation research group) in **vehicle repair costs, accelerated vehicle deterioration and depreciation, increased maintenance costs, and additional fuel consumption; this hurts lower-income drivers more**
- **Safety concerns for bicyclists and pedestrians** who suffer injuries due to potholes and uneven pavement

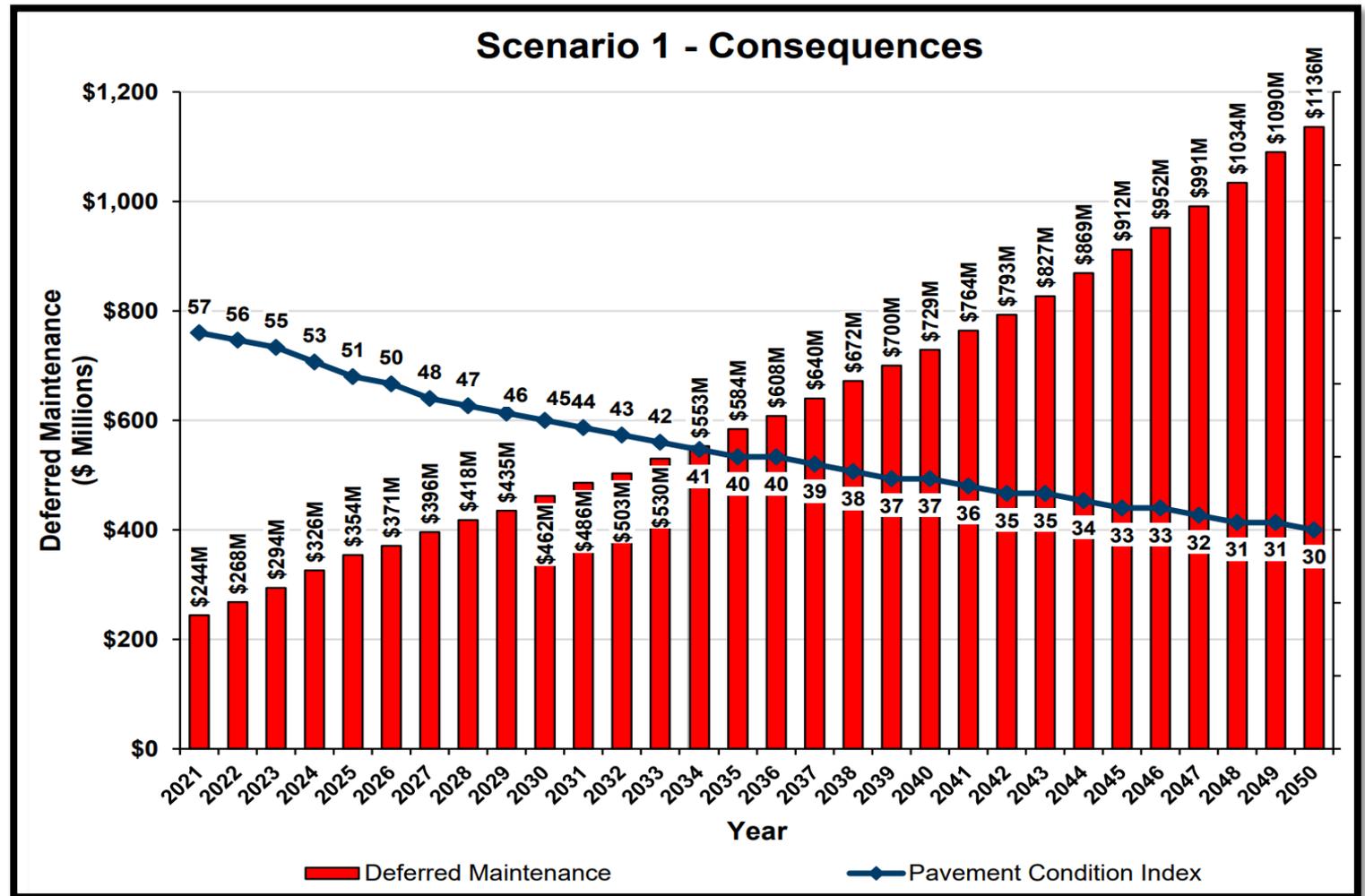
Historically, Berkeley Has Underfunded Street Paving

	Funding Source (Dollars in Millions)	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total
One-Time →	Non-Recurring Funding	\$2.5	\$6.0	\$6.1	\$6.0	\$4.4		\$2.8	\$27.8
	Measure M	\$2.5	\$6.0	\$6.0	\$6.0	\$4.4			\$24.9
	Measure T1							\$2.6	\$2.6
	Measure T1 - AAO #1							\$0.3	\$0.3
	Successor Agency - WBIP			\$0.1					\$0.1
Ongoing →	Recurring Funding	\$3.5	\$4.0	\$5.2	\$5.2	\$4.3	\$4.9	\$7.0	\$34.1
	State Transportation Tax Fund	\$0.8	\$0.8	\$0.8	\$0.8	\$0.5	\$0.5	\$0.5	\$4.7
	State Transportation Tax Fund - SB1							\$1.5	\$1.5
	Measure B	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$5.0
	Measure BB			\$1.6	\$1.6	\$1.1	\$1.6	\$2.2	\$8.1
General Fund →	Measure F	\$0.1	\$0.6	\$0.2	\$0.2		\$0.2	\$0.2	\$1.3
	Capital Improvement Fund ¹	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$13.5
	Total	\$6.0	\$10.0	\$11.3	\$11.2	\$8.7	\$4.9	\$9.8	\$61.9

¹Capital Improvement Fund is from the City's General Fund.

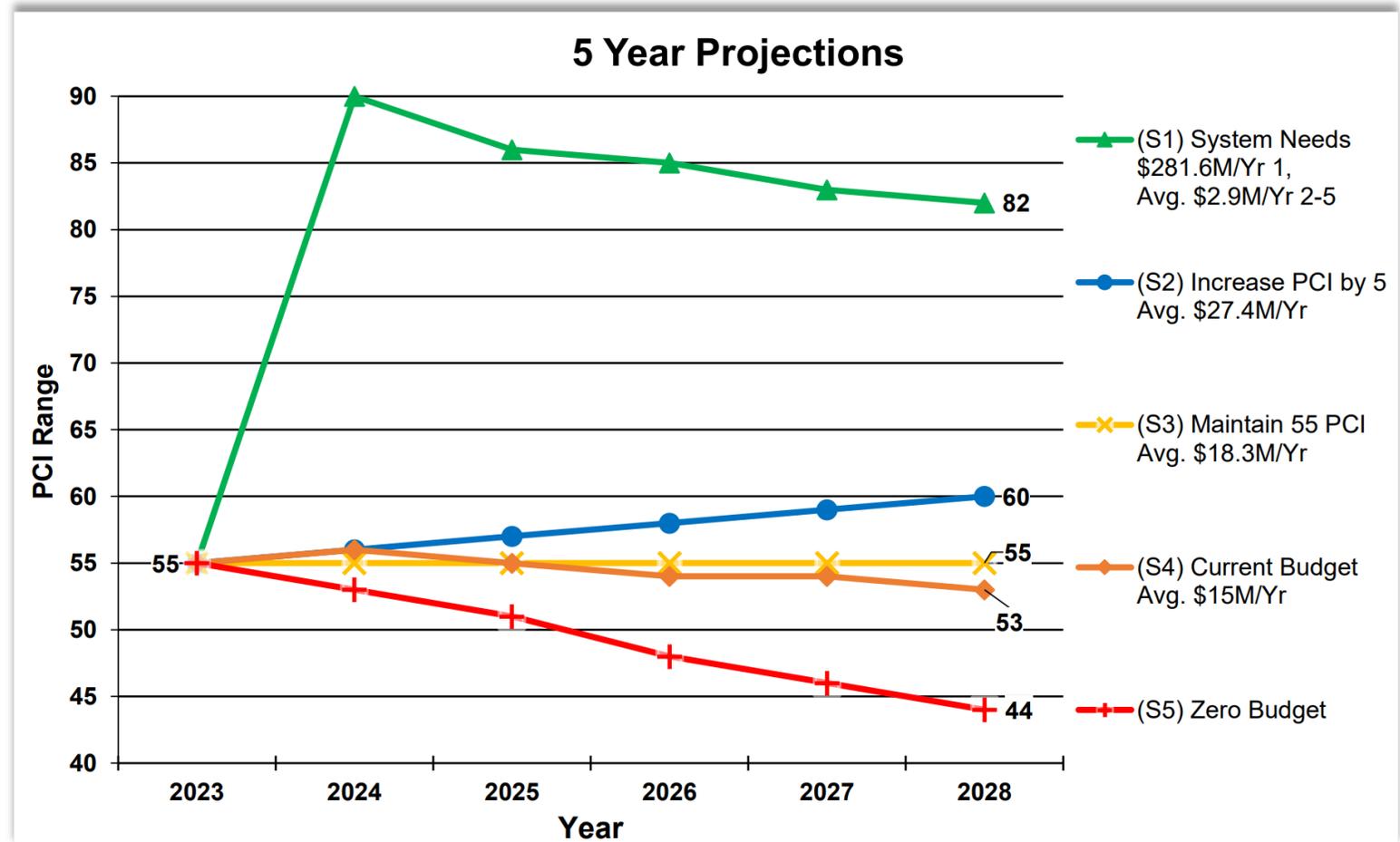
Deferred Street Maintenance

With historic street paving budget, deferred maintenance grows to more than \$1 billion by 2050

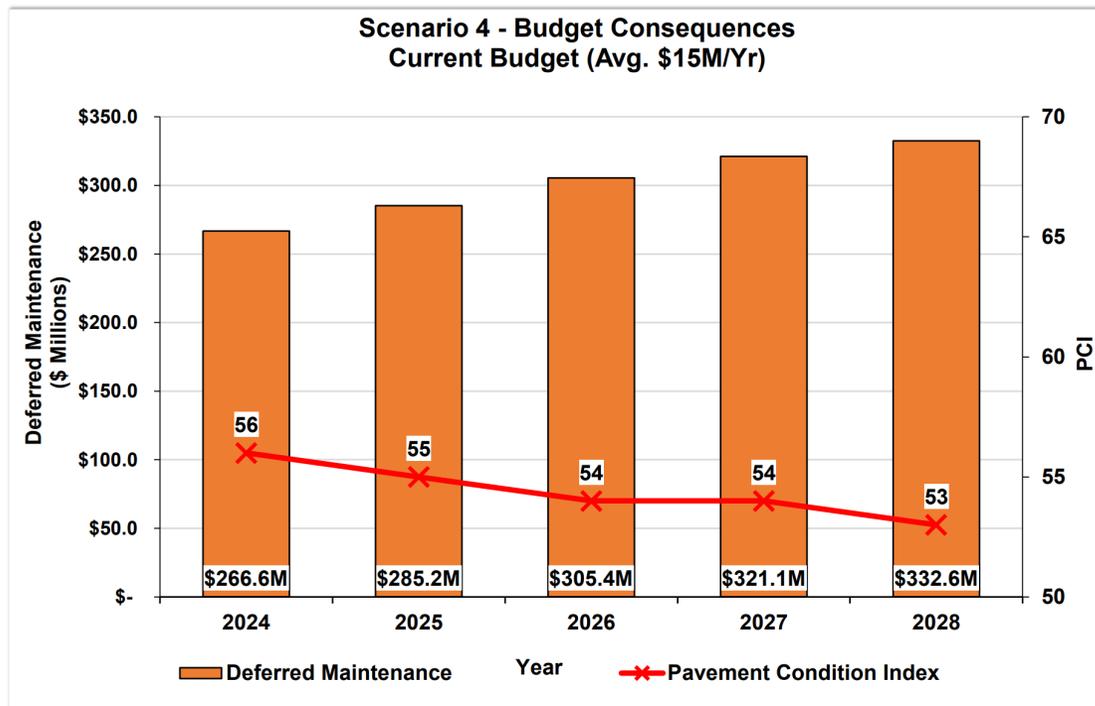


Importance of Increasing Maintenance Funds

Our current budget of \$15 million per year is already insufficient to maintain the pavement condition (see orange line, S4)

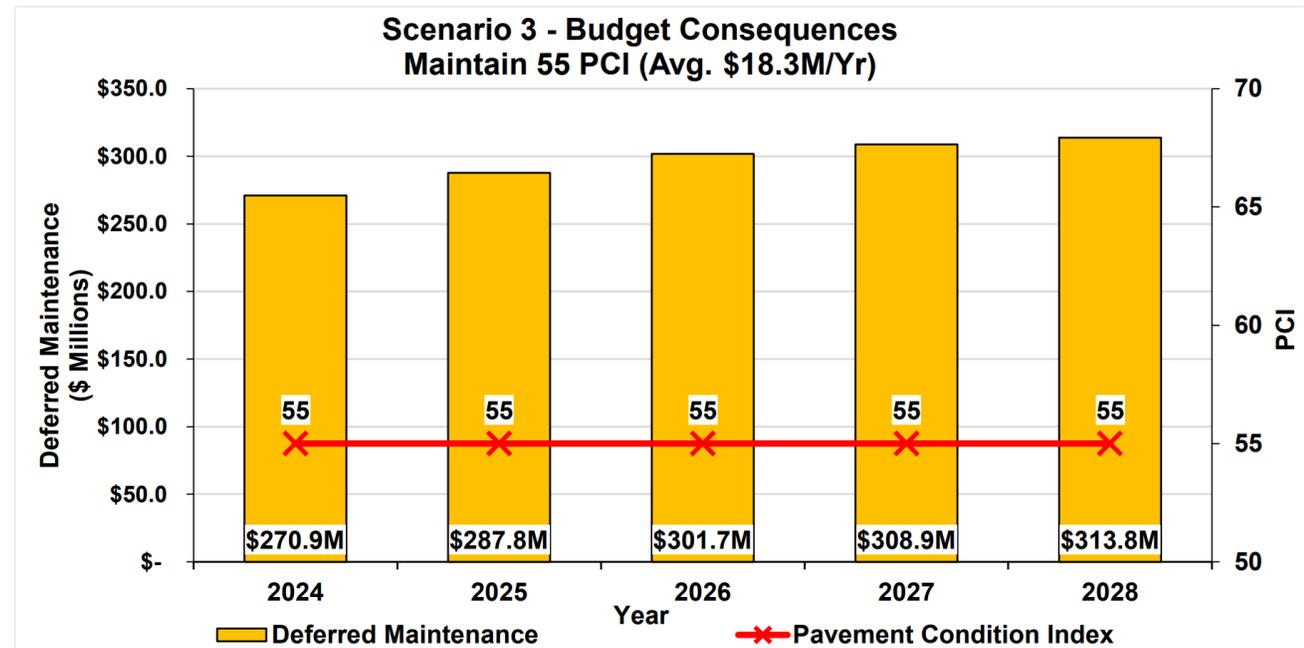


Maintaining Pavement Condition Now Costs \$18.3 Million Annually

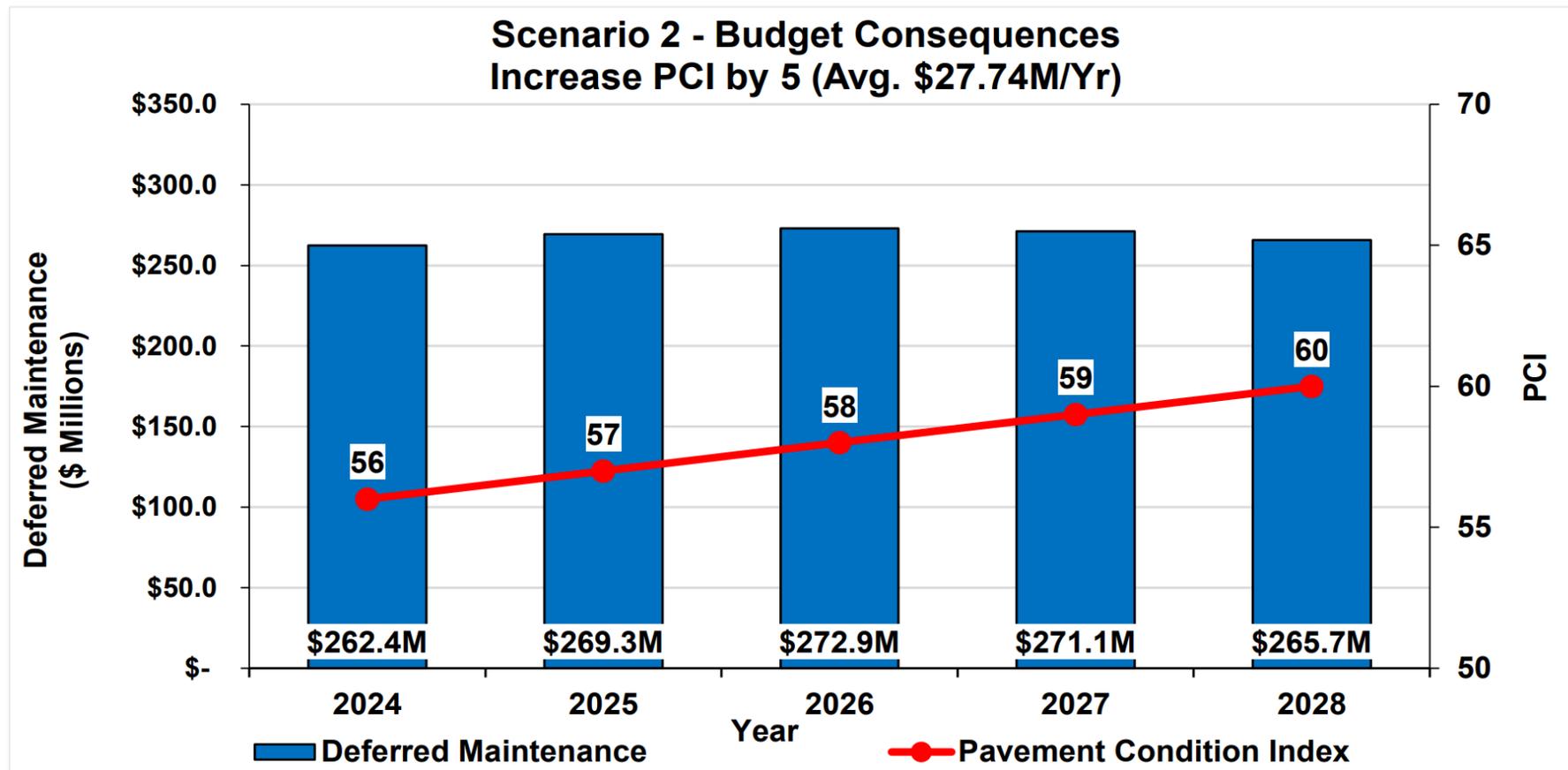


The Council's Streets Fiscal Policy passed in July 2022 is already insufficient to maintain the current pavement condition

The Council needs to increase the street paving budget to \$18.3 million just to maintain the current "at risk" pavement condition



What It Takes to Increase the Pavement Condition by 5 Points in 5 Years



Thank You

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